The total allotment made to the Railways by the Ministry of Environment and Forests from Madhya Pradesh through the two agencies, viz. Madhya Pradesh Rnjyn Van Vikas Nigam Ltd. (MPRVVN) and Madhya Pradesh Export Corporation taken together has not been reduced.

(d) Does not arise.

Conversion of Railway Lines

1069. SHRI B. L. PANWAR: Will the. Minister of RAILWAYS be pleased to state :

(a) what is the yearwise Plan allocation proposed for conversion of Railway lines from metre-gauge, kilometre-wise, during the Eighth Plan in the country and particularly for Rajasthan ; and

(b) whether the allocation of funds is adequate and there would be no hinde-rance in the completion of the project on scheduled time ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) Year-wise allocations are determined based on annual plan size and planhead-wise outlay as fixed by the Planning Commission. Outlay for the current year 1992-93 is Rs. 559.40 crores of which approximately Rs. 121 crores is (or Gauge conversion works in Rajasthan.

(b) Yes, Sir.

Trade Unions in Production Units of Railways

1070. SHRI SUNIL BASU RAY : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that trade unions are not recognised in the Production units of the Railways :

(b) if so, what are the reasons therefor ;

(c) whether the present policy of non-recognition is proposed to be replaced by a policy of recognition through Secret Ballot ; and

(d) if so, by when ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) Yes, Sir.

(b) The system of Staff Councils in all Production units is considered best suited because of the fact that the staff is concentrated at one place and the representatives are elected directly by the employees.

(c) No, Sir.

(d) Does not arise.

Diesel Sngines Manufactured in Chittaranjan Locomotive Works

1071. SHRI SUNIL BASU RAY: Will the Minister of RAILWAYS be pleased to state :

(a) what is the number of diesel engines manufactured in Chittaranjan Locomitive Works during the last three years, year-wise ;

(b) whether Government propose to re. duce the number of manufactured units; and

(c) if so, what are the reasons therefor and likely consequences thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALUKARJUN) : (a) The number of diesel engines manufactured in Chittaranjan Locomotive Works during the last three years, is as under :—

Year	No.
1989-90	42
1990-91	44
1991-92	45

!b) Yes. Sir.

(c) Electric Locomotives are required in larger number due to increased emphasis on electrification and, therefore, it has been decided that facilities available at Chittaranjan Locomotive Works, which is

the only major unit manufacuring electric locomotives in the Railway Sector, should be utilised first for the manufacture of electric locomotives.

Demands of Employees in Production Units in Chittaranjan Locomotive Works

1072. SHRI SUNIL BASU RAY: Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have recently received any charter of demands from the workmen employed in the Production unit of Chittaranjan Locomotive Works ;

(h) if so, the details thereof;

(a) whether these demands are under active consideration of Government; and

(d) if so, by when these demands are likely to be accepted ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALUKARJUN): (a) Yes, Sir.

<l>) to (d) Demands are both general iike netting up of Wage Board, increase in wages to the extent of 20% from 1-1-91, payment of Conveyance Allowance, treating DA as pay for all purposes etc. and local demand like ban on recruitment and filling up of Class III & Class IV posts in C. L. W.

The general demands concern Central Government employees as a whole and, therefore, no unilateral decisions can be taken for railway employees alone.

As regards local demand, some restrictions on recruitment of Class III & Class IV posts have been imposed, on all Railway basis, to contain staff costs, which are reviewed from time to time, on merits.

Cost of Production of Electric Locomotives, Traction Motors and B. G. Loco Bogies

1073. SHRI SUNIL BASU RAY: Will the Minister of RAILWAYS be pleased to slate :

(a) whether it is a fact that the costs of production of (i) electric locomotives, (ii) traction motors and (iii) B. G. loco bogies are less than the cost of the above imported items;

(b) if so, what are the respective costs at Chittaranjan Locomotive Works and landing cost of these imported items; and

(c) what are the reasons for importing the said items ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) Yes, Sir. Except for electric locomotives where cost compari-sion can not be made due to difference in horse power and designs of the electric locomotives.

(b) The comparison of landed costs of imported B. G. locomotive Bogies and traction motors with the cost of manufacture at Chittaranjan Locomotive Works of these types of praducts manufactured with similar technology is as under:

S. No.	Item	Chittaranjan Locomotive Works manufactured costs	Landed imported costs
1	Traction Motor (Hitachi design) . . .	Rs. 14.5 Lakhs	Rs. 18.00 Lakhs
2	B.G. Locomotive Bogies (Trimount) . .	Rs. 2.9 Lakhs	Rs. 10.48 Lakhs